



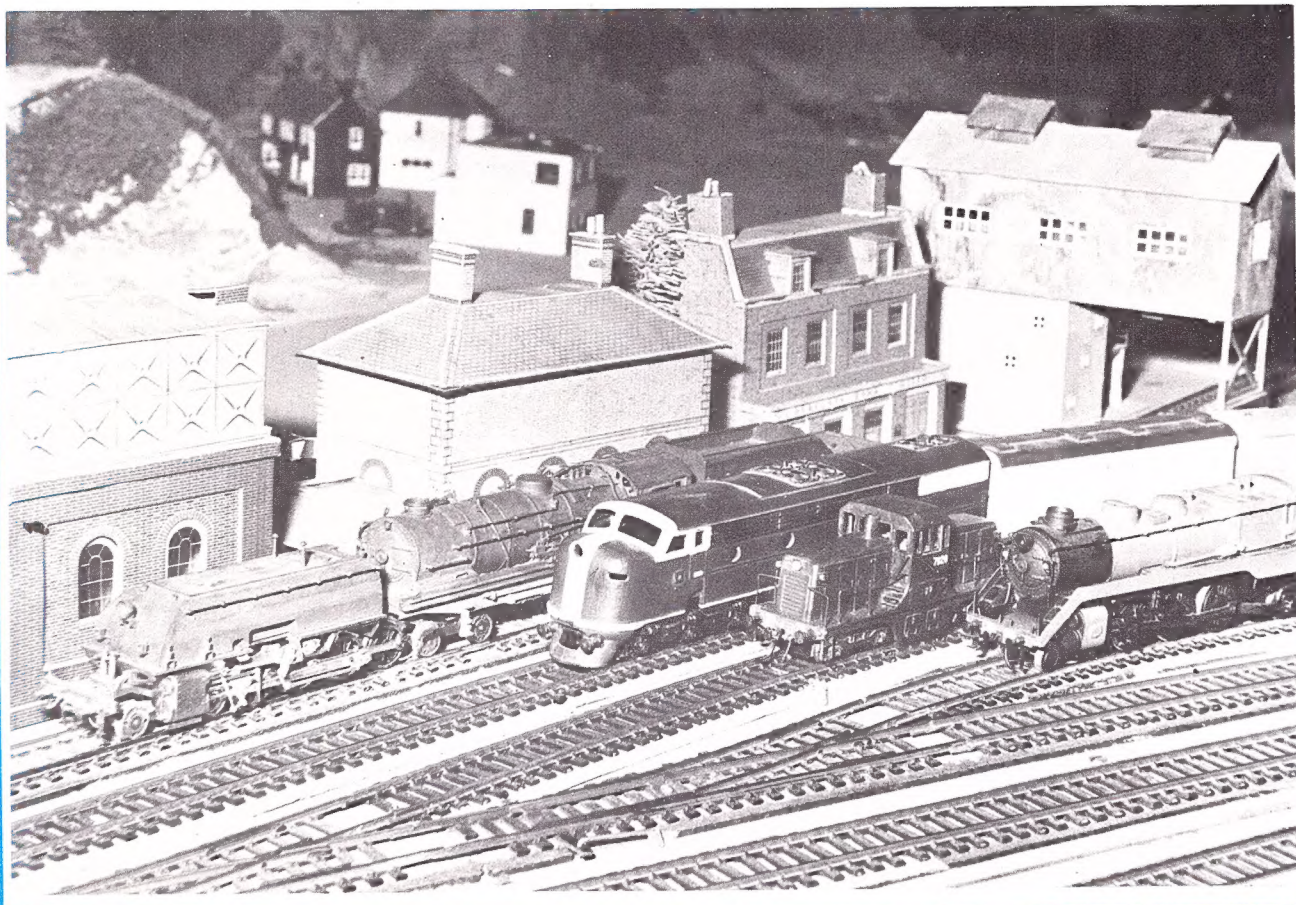
Australasian Model Railroad Magazine

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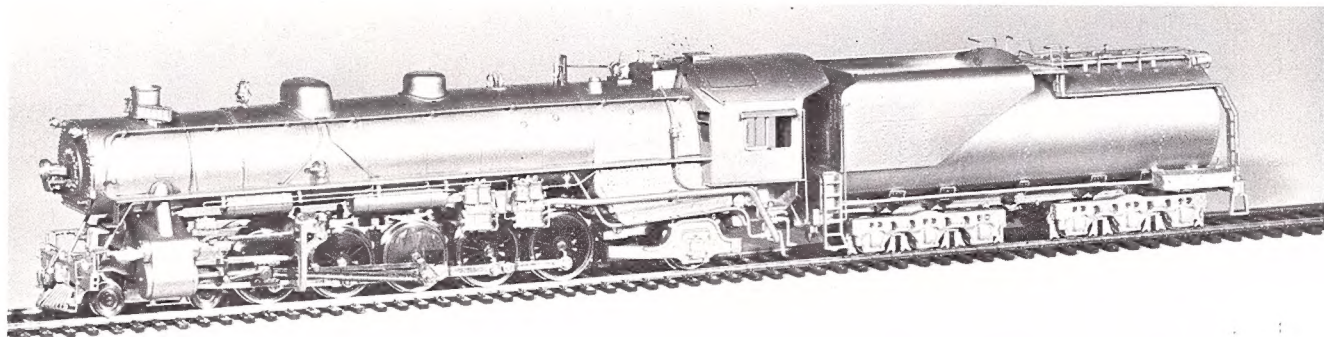
SEPTEMBER/OCTOBER 1971

VOL. 5 NO. 5 ISSUE 52

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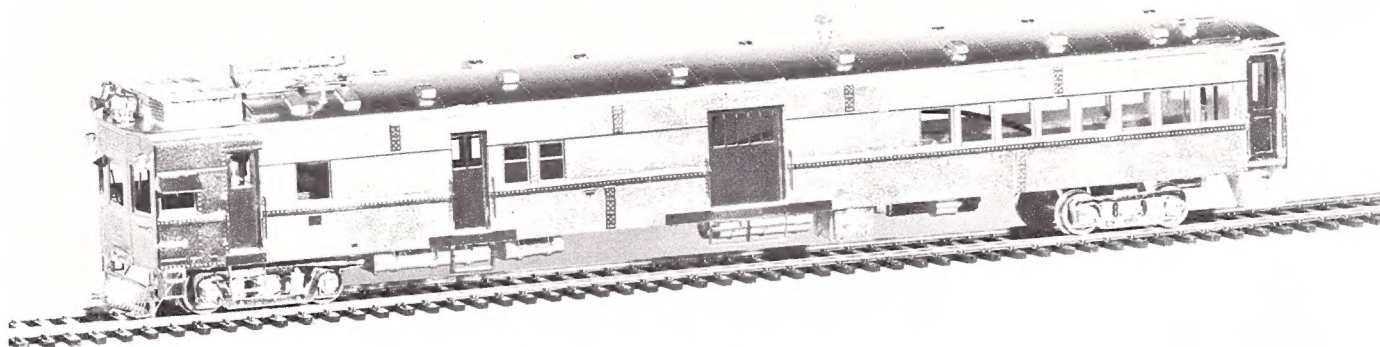


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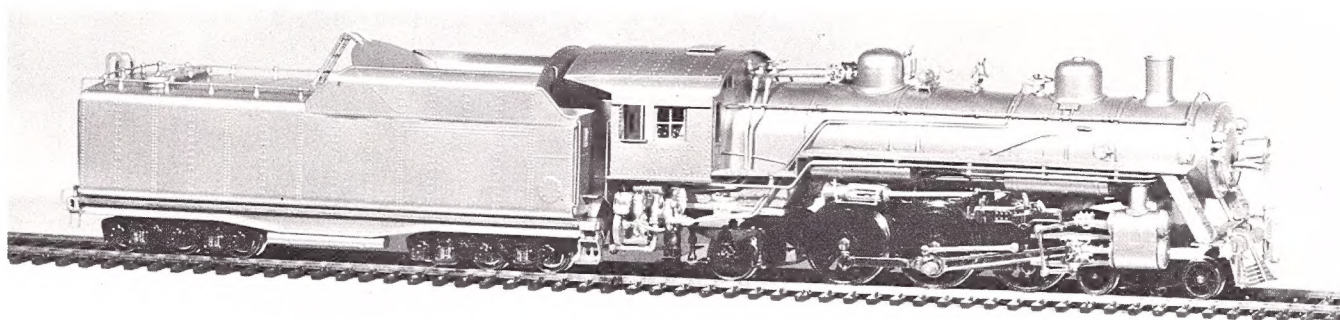
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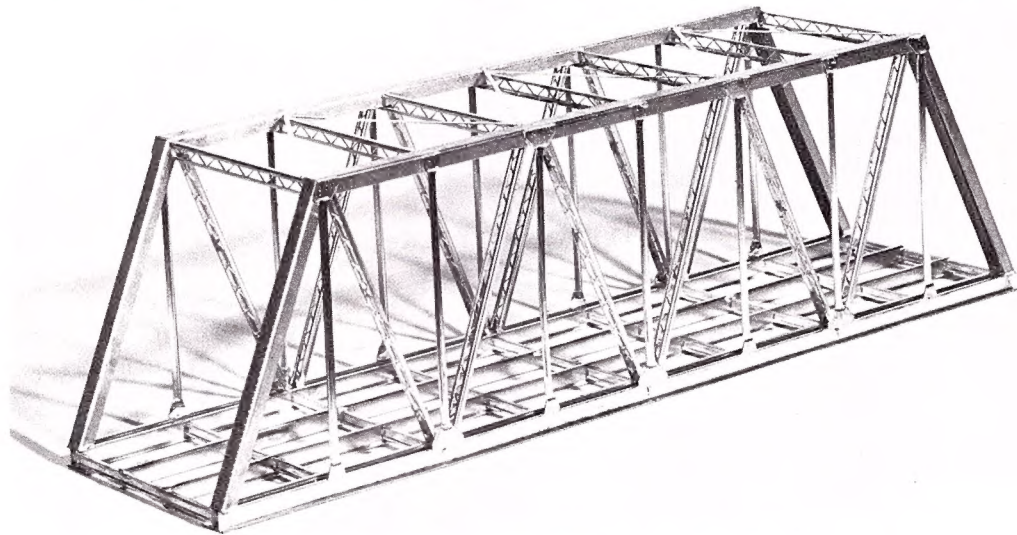
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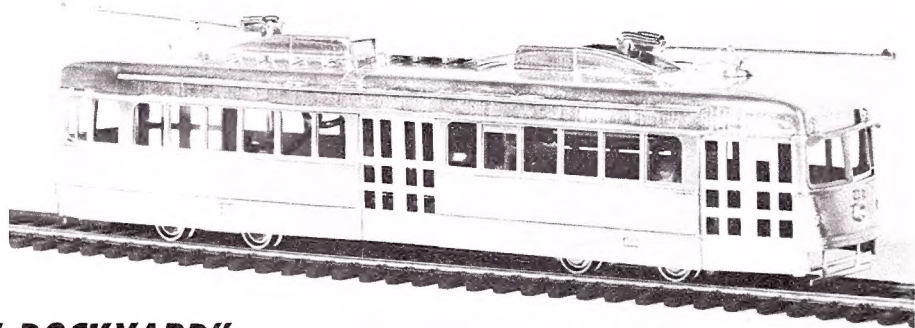


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includes the L.A. Rys. 'P-1' and 'P-2' Class City Cars @ \$56.25 each... Following the recent introduction of Kumata's fine brass 14" Box Truss Bridge, now comes the 10¾" All Steel Low Girder Bridge @ \$17.00. To provide a fine drooling spot on your road, place one or more of these high, up front!... First of Tenshodo's new Tie Tacks — G'N Standard and G.N. 'Big Sky Blue' — are now to hand. Look for them at your nearest Tenshodo outlet. These are of fine quality, with silver base and cloisonne finish. Price, \$3.95 each... Next Locomotives from NSWL should be to hand ere the appearance of these notes. These will comprise of the HO 2-8-8-2 No. 200 Weyerhaeuser (differs from the No. 201, now almost sold out) and the HO 2-8-2 No. 70 Rayonier logging engines.

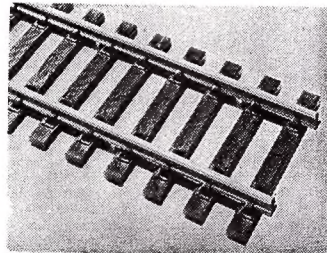
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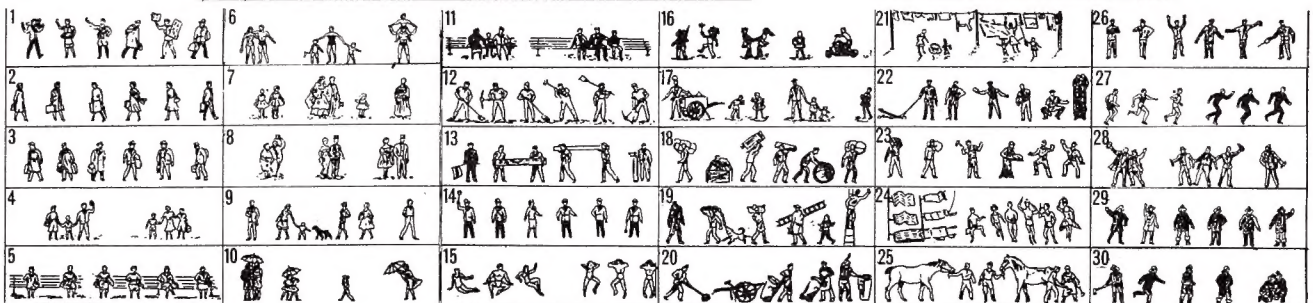
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8. 967 Wedding Guests: Bridesmaid with Best Man, Bridesmaid with Groomsman, Brides Parents
9. 2180 Six people & dog out walking
10. 2186 Pedestrians with umbrellas in rain
11. 865 Two groups of three people sitting
12. 870 Six workmen with picks, shovels, etc.
13. 876 Six track crew with flag, sleepers, etc.
14. 908 Platform Staff: 5 men, 1 woman
15. 954 Beach Party in swimsuits
16. 2197 Seven children playing, scooter, etc.
17. 2203 Ice cream vendor with customers
18. 2234 Six transport workers with crates, etc.
19. 2258 Six Tradesmen: Chimney Sweep, Butcher, Baker, Painter, Window Cleaner.

20. 2264 Garbage Men, Street Cleaner, bins, etc.
21. 2319 Washing Day Scene
22. 2325 Six Service Station Personnel
23. 2343 Six Construction Site Workers
24. 2361 Six sunbathers with mattresses, etc.
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8. N967 Wedding guests: Bridesmaid with Best Man, Bridesmaid with Groomsman, Brides Parents

9. N2180 Six people & dog out walking
11. N865 Two groups of three people sitting
12. N870 Six workmen with picks, shovels, etc.
14. N908 Platform Staff: 5 men, 1 woman
15. N954 Beach party in swimsuits
18. N2234 Six transport workers with crates, etc.
19. N2258 Six Tradesmen: Chimney Sweep, Butcher, Baker, Painter, Window Cleaner.
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Australasian Model Railroad Magazine

The Official Journal of SCMRA in Australia; incorporating the Yardmaster, the Bulletin of the Sydney Model Railway Society.

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comment

POT-POURRI — By now you should have realised that this is the September/October edition and not a second copy of the July/August issue with a different cover. The magazine committee, with the assistance of the advertisers, have been able to advance the publishing date by one month. We hope to continue this earlier release from now on.

But if this situation is to continue I am afraid that I must again ask for help from you, our readers. The AMRM is produced solely by voluntary labour. The committee does not have the time, ability or inclination to write the entire content of each edition. All the articles in this edition, like most others were sent in by readers just like you. Articles can be on a variety of subjects such as your layout, a special technique you have developed in scratch building, scenery or any other aspect of the hobby (see Neville Mann's article in this issue). If you are a photographer, why not send in some model photos, and maybe you can score a cover photograph. One of our more statistically minded members has calculated that if every one of our readers (3,000 approx) sent in one article during his lifetime, we would be over-stocked. So how about it?

Our staff is very busy, what with preparing magazines, doing routine admin. matters (and earning a living somewhere in industry), we often find it difficult to answer all our correspondence. We will do our utmost to expeditiously attend to all incoming correspondence, but I do ask for your co-operation.

Postage is one of our biggest expenses and with the increased postage rates announced in this year's federal budget, our resources, will be strained further. We must, therefore, ask that you include a stamped-self-addressed envelope with any request for information or advice.

The advertisements carried in this magazine are its life blood. When you shop, purchase your requirements from stocks and lines of the advertisers in this magazine. When dealing with our advertisers, tell them you saw it in the AMRM, please!

R.W.M.

ON THE COVER

New South Wales Railways locomotive power owned by Mr. R. Aubrey, seen on Mr. B. Ryan's HO layout at Ipswich, Queensland.

Photo by John Burgess.

SYDNEY MODEL RAILWAY SOCIETY

The Sydney Model Railway Society was founded in October, 1936 at an inaugural meeting called by Leigh Tingle who became the first secretary. Mr. Jack Page, became the first President and held that office for many years and still visits the Society occasionally. Some of the present members at that and following meetings are Ken Smith, Norm Read, Arthur Wheatley, Jack Clifton and Frank Shennen, all very active in the Society's layout construction and model building.

In September, 1938 the decision to build O and HO layouts was made and by November the first stage of the O gauge effort was officially opened. The HO design allowed for both 2-rail and outside third but the latter was eventually discarded and the one depicted in this feature is all 2-rail. The present O gauge layout, which will be described in a further article works on the inside third rail principle.

The Club first occupied a room on the ground floor of the NSWGR Railway Institute in Castlereagh Street where the first O and HO layouts of limited design were erected. The O gauge effort was officially open on December 1938, though still incomplete, and the HO some time later. The 1939-46 war saw the Club go into recess in 1942 and resume in 1947 in the present much larger accommodation on the

fourth floor. Work on the new layouts was quickly undertaken and on December 13, 1948, members had great pleasure indeed in requesting Mr. R. J. Funnell, Director of the Institute, to officially drive in the last (gold) spike, and an engraved plate to that effect is displayed on the layout to this day although Mr. Funnell, for whom the Society owes a great debt, has since retired. Many more spikes have been driven on the subsequent expansion, a new loop being added as late as June, 1971.

The two layouts use 12 volt DC power from batteries for traction, points and signals etc. The HO system is now quite complex as a glance at the accompanying diagram will show. Fully manned it requires nine operators at the control boards and one traffic supervisor. He co-ordinates the timetable operations which work to a governed scaled-down time clock which can be speeded up or retarded according to the pace of the operating abilities of the 'crew'.

The main terminal is CENTRAL and it requires four experienced persons to cope with the timetable movements. Each control panel has its timetable of its own train movements set out on a revolving sheet after the type of destination blind used on public transport vehicles, and he winds this past a viewing space progressively as the timetable advances.

The four control boards at CENTRAL relate to movements in the station precincts, the carriage sidings and marshalling passenger trains, the loco depot and the goods yards.

Trains leaving that point first reach JUNCTION, the largest control board on the system, where down trains are diverted to any of the four main routes and up trains either to the goods yards or Central passenger station.

The four principal routes from Central are the 'main', Branch, Plateau and Glenvale 'direct' lines. There is no station at Junction.

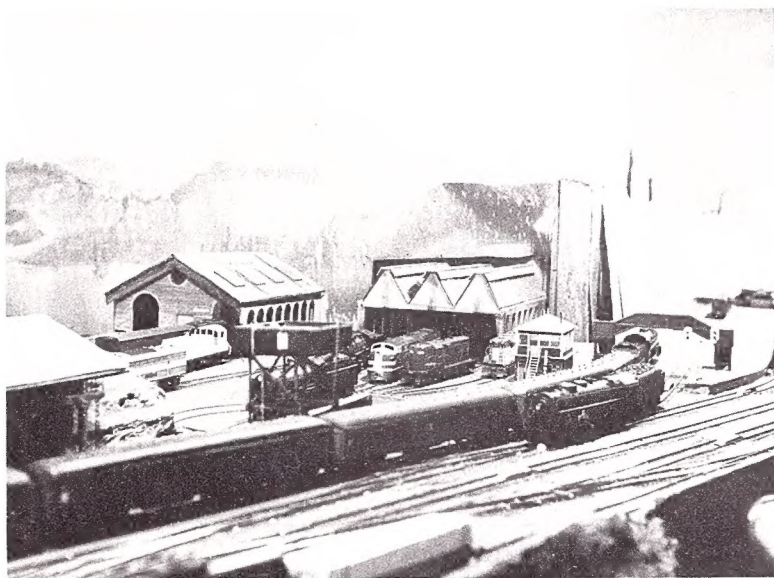
The second main station is Witts End, reached in the one direction by down trains via the branch line or in the other by down trains on the main. Branch line trains are either routed back to Central via the main after a circuit in the Witts End division or passed on to Glenvale by the original route. Similarly main line trains can be returned to Central via the Branch line or diverted to Valley and thence to Plateau via the Valley route, during which trains have to negotiate the sharp curves and steep grades and the S curve on a high trestle between Valley and Plateau in the mountain region.

To simplify the comprehension of the intertwining routes shown on the layout diagram, they are as follows:-

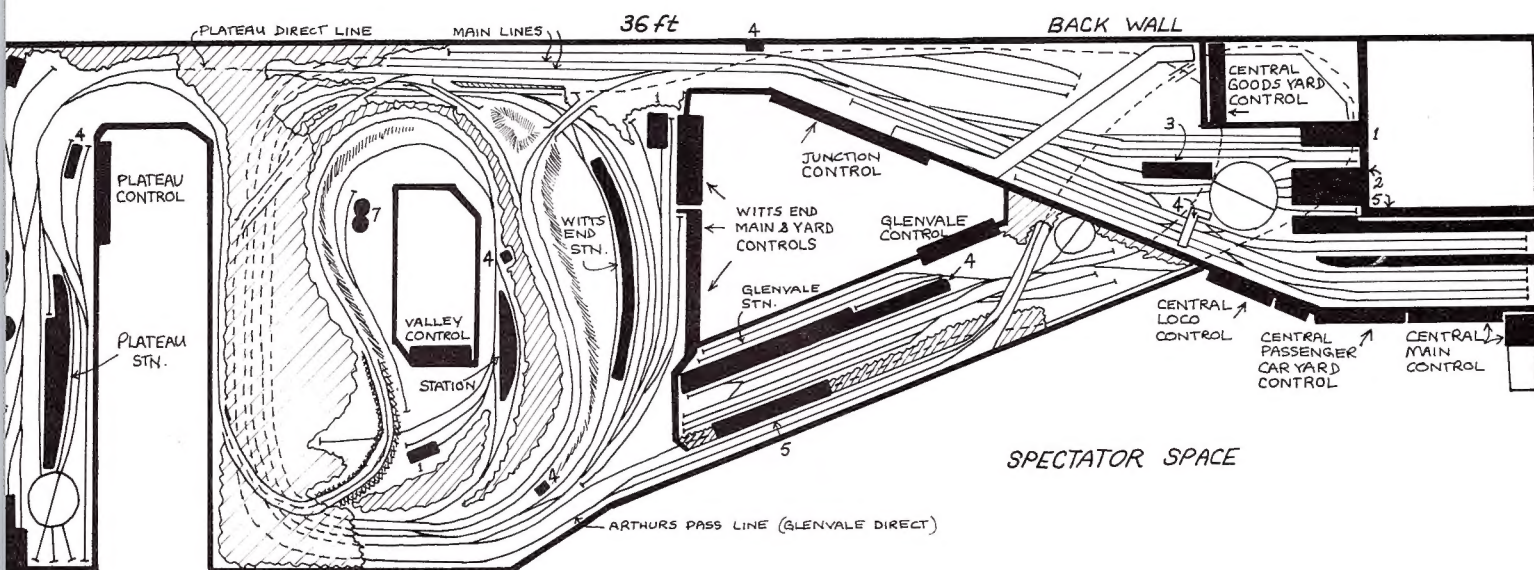
1. Central-Junction-(Main)-Witts End-(Branch)-Junction-Central (and vice versa).
2. Central-Junction-(Main)-Witts End-Valley-Plateau.
3. Central-Junction-Plateau direct.
4. Central-Junction-(Branch)-Witts End-Glenvale.
5. Central-Junction-Arthurs Pass-Glenvale.
6. Central-Junction-Arthurs Pass-(Main)-Central.
7. Glenvale-Valley-Plateau/or Glenvale-Witts End-Valley-Plateau.
8. Glenvale-(Up Branch)-Triangle-Arthurs Pass-Glenvale/or Arthurs Pass-(Up Main)-Central.

On timetable operations some out-and-back direct routes are used for goods trains only to relieve pressure of operations at Witts End, Plateau and Glenvale, the two latter deadend stations each receiving and dispatching to two separate routes.

Central Station has three platform roads and three carriage sidings with a long shunt for marshalling trains. When the main central board controller sets the crossover from yard to main, the yard controller uses his loco to drop or pickup trains from the platform roads. Similarly the loco depot



A closer look at Central with loco facilities in the foreground.



controller moves outgoing and incoming engines from the station precincts when the main control sets the track connecting the loco yard. The main controller is mainly concerned with driving trains into and out of the station to Junction. Central 'goods' is separately controlled and feeds or accepts goods trains direct to Junction but also works to and from loco for engine movements. At Central there is a loco shed, goods shed, loco coaling stage, large turntable, signal box, road over-bridge and platforms etc.

Witts End is an island platform with passing loop lines for goods movements into and from the goods yards, where a small freight depot building handles perishables etc. This has two control boards which are usually worked by one operator, but require two when goods shunting is correctly observed. It has separate controllers for up and down trains and another for goods yard movements. The operator here has to pass trains in a complete circuit before they move into the respective sections controlled

Key to Numbers on Diagram

1. Goods sheds.
2. Loco sheds.
3. Loco coaling stage.
4. Signal boxes
5. Large building.
6. Oil terminal.
7. Silos.
8. Coal mine.

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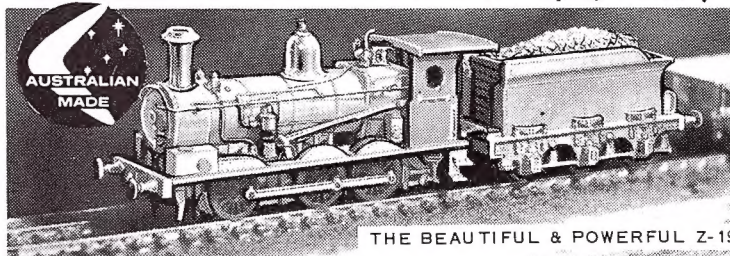
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CLUB SECRETARIES

We are pleased to print your notes on club activities believing as we do that strong Clubs promote the hobby. However, we must ask you to provide your notes in a typed form. Double spacing is essential and it is preferable for the notes to be in a manner which can be used without rewriting by us. We really don't have the time to carefully read and reread your letters to type a clear story. Send your contributions to:

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from Junction, Valley or Glenvale and this fully engages his attention and time so local marshalling is carried on only when a breathing spell occurs in the timetable.

As mentioned, both Glenvale and Plateau are deadend and self-contained terminal layouts with usual platforms, freight yards, etc. Plateau provides a variety of spur lines leading to a coal mine, oil depot, cattle yard, silos, goods depot and, of

course, loco sidings and turntable and this is worked by hand, but the turntables at Central and Glenvale are motored, and move at the regulation prototype speeds.

There is a small country-type station at Valley complete with an island platform, spurs to the goods yard and shed, and a long spur to the silos. The operator here has to crawl under the layout to get to the aperture in the centre of the mountain foothills location of this station which can be worked by remote control from Plateau when no operator is present. Trains negotiating the sharp curves and steep grade, much of it on a long S type trestle, claims the attention of most visitors.

The whole HO layout is nearly completely signalled, using the Tenshodo 2- and 3- aspect color light mast type, but at Central and Witte End signals are mounted on gantries which span several tracks. The signals are mostly to indicate the route patterns rather than track occupancy and work off the point and offer-accept keys on the appropriate control boards.

Point motors come from several sources, mainly being of the double solenoid bell type. Track originally came in single rail lengths but later additions have been Shinohara sleepers lengths, and points. Many of the points have been hand-built by members to comply with the curvature and other special features where commercial items didn't suit.

The control boards have the track diagrams painted thereon and the keys and switches located on the applicable sites of the boards, these being mainly ex-PMG telephone keys and are used for offer-accept, track selection, points, reversing turntables, etc. with push-pull keys for isolating platform deadends, loops etc.

Many members have contributed the structures such as terminal facilities, bridges, lineside paraphernalia, and scenery. Track laying never seems to cease but nevertheless, one doesn't get an impression of lots of track and nothing much else. In fact, visitors are intrigued trying to figure where trains disappear to and come from as they enter or emerge from the many tunnels.

Of main interest both to members and visitors alike are the locomotives and rolling stock employed on the layout. Originally these were all from commercial manufacturers and scratch-built sources following overseas practice. They included Hornby, Triang, Rivarossi and other well known makers most units being suitably modified to operate on scale HO track. Later on Jap-built American prototypes became dominant, particularly from Tenshodo, Akane United and other Jap manufacturers. These locos were USRA switchers, NYC Hudsons, NP, SP, PRR, and other steam types sprinkled with Athearn and other USA makers diesels.

A few years ago it was decided to go 'all Australian' with the emphasis on NSWGR stock and the recent bogie exchange and standardisation of the prototype Government systems in four states has popularised the transition.

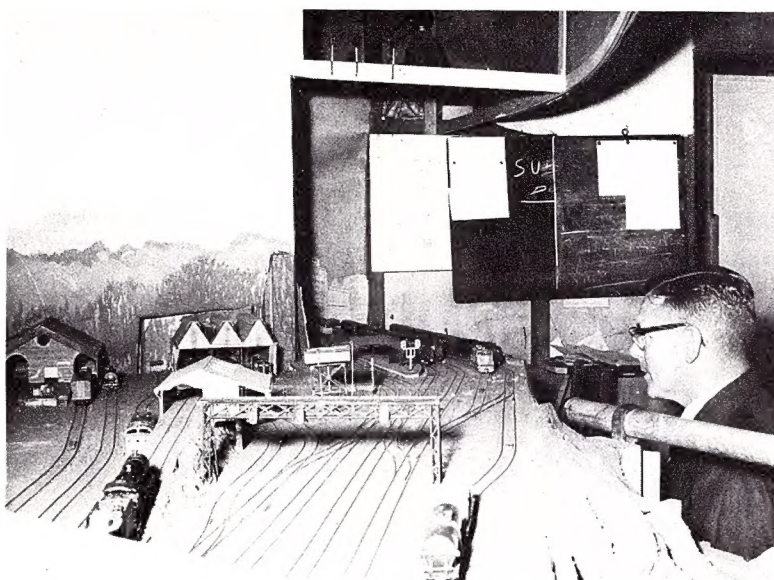
Today the Society has its own stock of BCW, LLV, TRC, MRC, SHG, MHG, and other goods wagons thanks to the prolific mass production by one member, Arthur Wheatley, aided by contributions by others, including Dennis Sherring, Bob Gallagher, Ken Foran, Ken Smith and Lionel Glendenning.

As long ago as 1940 Arthur built a 10-car seat of TAM, MBE, MFE, MHO and other 72'6" NSWGR main line stock, and this inspired Ken Smith and Frank Shennen to do likewise. More recently other members have on loan sets of older type trains and Arthur has a Southern Aurora set. These include a 'R' set BOB, LUB and several others. There are many LFX, FS, SFS, FJ, KKG, EHO, HKL and individual cars available for the completely NSWGR operating nights held once monthly. For this event the loco stock available takes in several Garratts, 50's, 38's and 32's with a few 55's, 53's, 36's, 30T's, and 26, 24, 19, 18, 13, 12 and 11 classes with a 58 under construction.

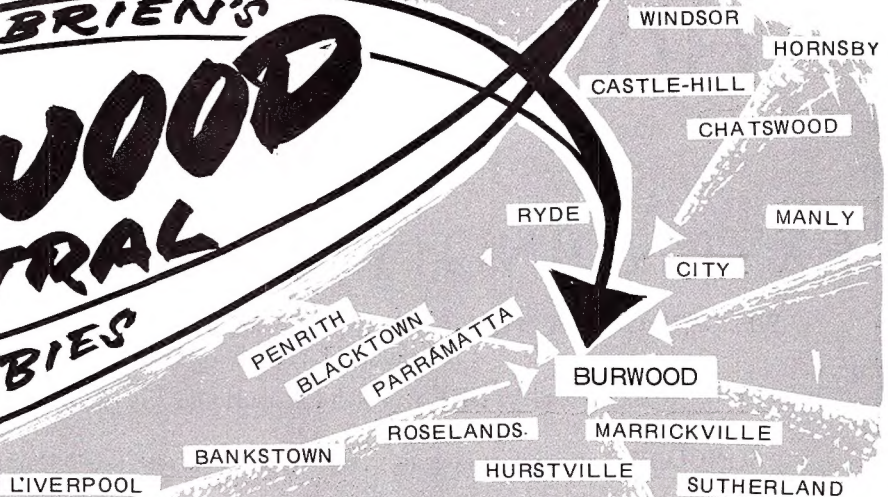
The NSWGR rolling stock and engines possessed by four members alone on their private layouts could equip the Society's layout for the NSWGR operating nights but other members have much equipment which is not compatible with the couplers used by the Society, which are Mantua's, the only feasible couplers available at the time the layout was established but now off the market. Some members have built their own match trucks so that they can give their Kadee-equipped engines and trains a run over the Society's layout and they do this prior to the commencement of the timetable on meeting nights held every Monday from 7.00 p.m.

The gradual absorption of the spectator space as the layouts were enlarged now restricts visitors to specific nights, which must be applied for before being arranged. Casual visitors are likely to be refused admittance on nights when business meetings are held so it is advisable to apply by letter beforehand. Otherwise visitors are welcome in small numbers at a time.

An early picture of Central Station with Arthur Wheatley at the controls. From left to right the tracks are the goods lines to goods shed, loco leads and coaling stage, platform tracks and carriage sidings. A lot more lineside items have been added since this was taken.

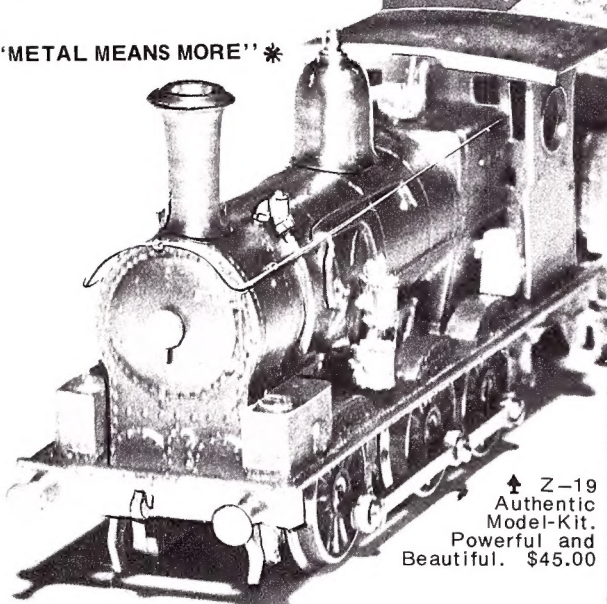


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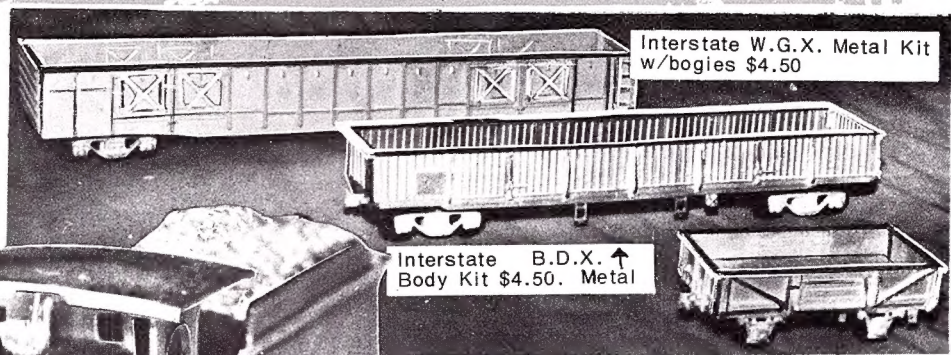


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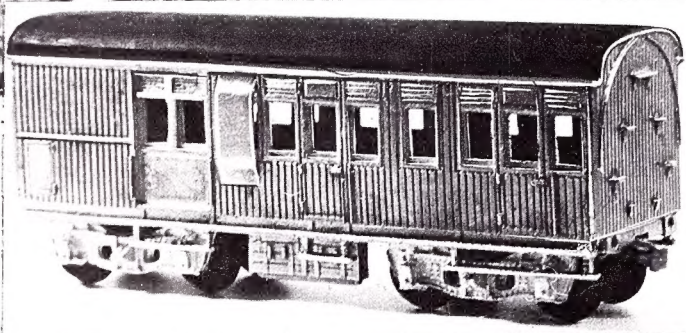


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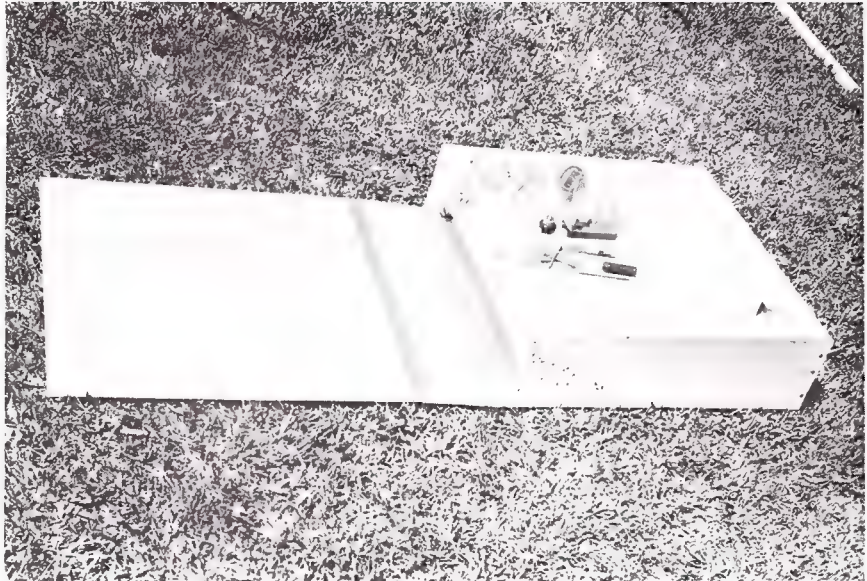
BY TED CHARLTON

One of the biggest problems in modelling is, somewhere to do it. Being a worker, I naturally spend a fair amount of time at the office and consequently locking myself up in the garage in the evenings to do a bit of modelling is not the best.

It was with this in mind that I designed and built a portable work bench. As the unit is self-contained and portable I can now bring my modelling into the house without any bother or need to spread my things all over the house.

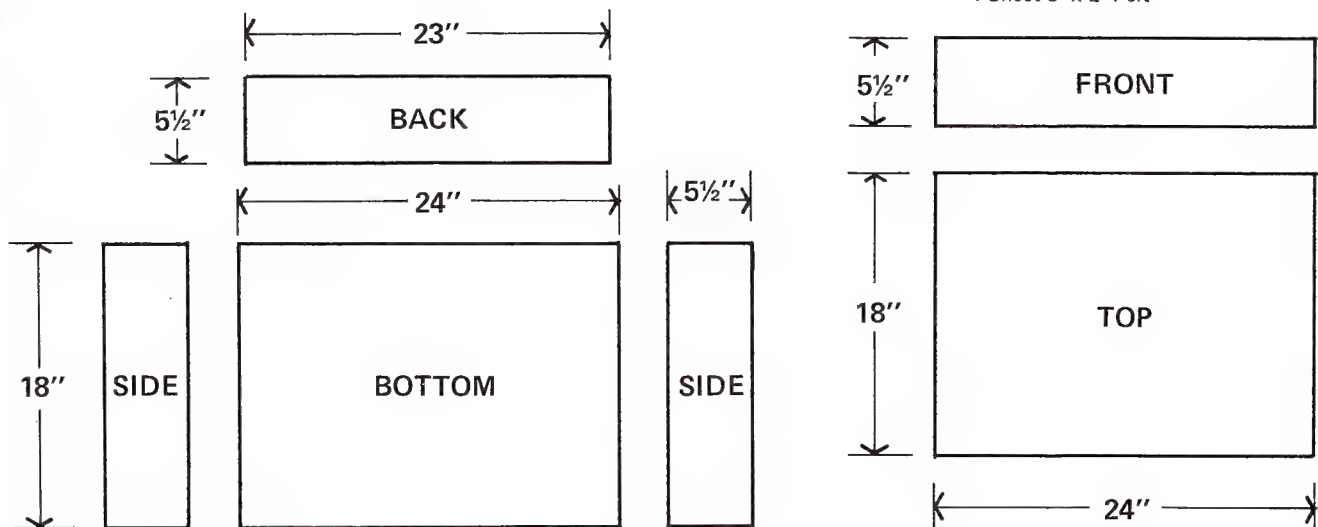
The parts for the bench can be cut from a sheet of 5' x 2' Pyneboard with very little waste and then either nailed, screwed or glued together. The bottom and front, and the front and top are hinged together with 2' piano hinges. A handle can be fitted for carrying and a lock fitted to keep out busy fingers, if desired. I covered the outside of the bench with felt to stop it scratching any polished surfaces in the house.

I have built into it a section of Tru-scale track for testing rolling stock. Small tools can be hung on the sides, and bases to hold other tools can be fastened to the bottom, as shown in the photograph. As you can see I have included two three-pin sockets in the back for plugging in my electrical tools. A short length of flex with a plug is, of course, required to plug the bench into a house wall socket. Various other devices, such as power packs, locomotive cradles and vices can be built into the bench.



MATERIAL REQUIRED

- 1 Sheet 5' x 2' x 1/2" Pyneboard
- 2 x 2' Piano Hinges
- 1 Handle
- 1 Lock
- 1 Sheet 5' x 2' Felt



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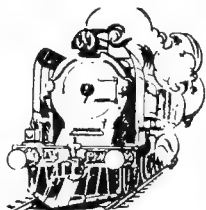
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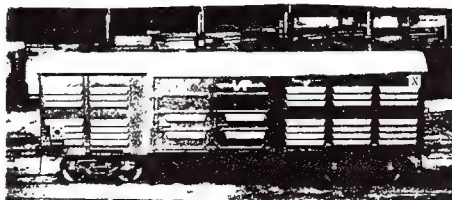
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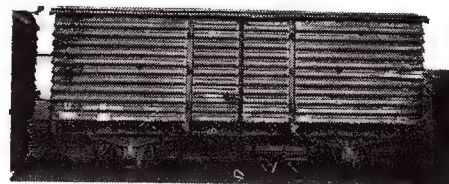
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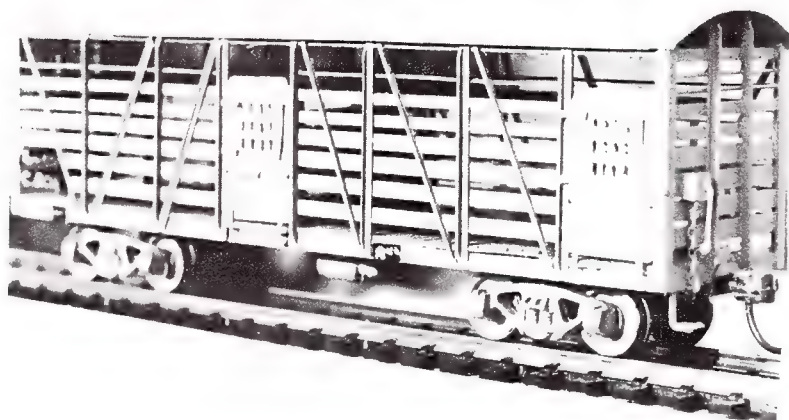
A SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION CONSTRUCTION PROJECT

MATERIALS REQUIRED

1 piece 1/32 angle for diagonal bracing on wagon sides
1 piece 3/63 angle for all vertical bracing except corners
1 piece 1/16 angle for corners and top of wagon sides and ends
1 piece .012 by 1/16 strip for top two side boards
2 pieces .012 by 3/32 strip for other boards 3 1/4" of centre sill
2 pieces 1/32 sheet with 3/32 scribing for floor — total 36" by 9' 3"
1 piece 1/32 sheet with 1/16 scribing for roof approx 36'6" by 10'
1 piece .005 aluminium shim for doors — can use toothpaste tube
1 pair bogie bolsters
1 brake cylinder
1 brake lever
wire about 28 gauge for the body
Bristol board for laminating the roof
2 screws for bogies
1 piece 1/32 by 1/32 by 6" to construct the jig
1 piece 3/32 by 1/16 strip for side and end sills
odds and ends for door latches, end steps, railings etc.

All measurements relating to the prototype will be in actual feet. Reference to modelling material will be those suitable for HO scale.

The following technique was developed from a construction method used by Paul Brooks and Barrie MacKinnon and prepared for use at SARMA's monthly construction nights. Supplying material for 15 modellers who wish to build about 40 models allows us to buy in bulk with resulting savings on some items. We discovered that the 2 ft. lengths of North Eastern Stripwood could be more economically used if two wagons were built and would make the price of a completed model minus couplers and bogies under \$2 depending on materials used. If .012 wood is used for the sides of the model it is rather fragile. Several members chose to use .020 for greater strength.



UNDERNEATH DETAIL

Fit bolsters and centre sill as in fig. 2. Cut pieces of 1/16 lead sheet for use as weights on either side of the centre sill. Around 3 1/2 oz. is recommended. Fit brake valve and cylinder as indicated and use bristol board, wood or plastic strip for the cross bracing. This extends from inside the side sills and goes over the centre sill.

SIDES AND ENDS

To assemble these use fig. 1 as a template. Glue small pieces of 1/32 square between the boards at both ends and the middle of the drawing and allow to dry properly. Place the .012 boards between these pieces. Cut the 3/64 angle to a length of 8'3" for the sides and 9'6" for the ends and glue as indicated leaving 1'3" below the lowest board. This will allow sufficient space between the board and floor when the wagon is assembled. The vertical bracing is glued to the boards as indicated by the markings above fig. 1 and a look at the photos will help. Two of these assemblies will be required for each wagon. When completely dried separate along the lines indicated to form two side and one end pieces.

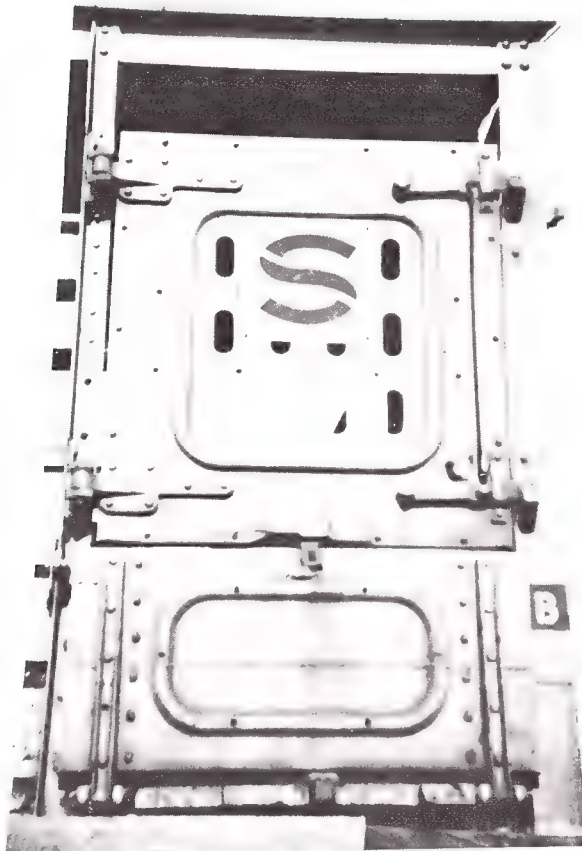
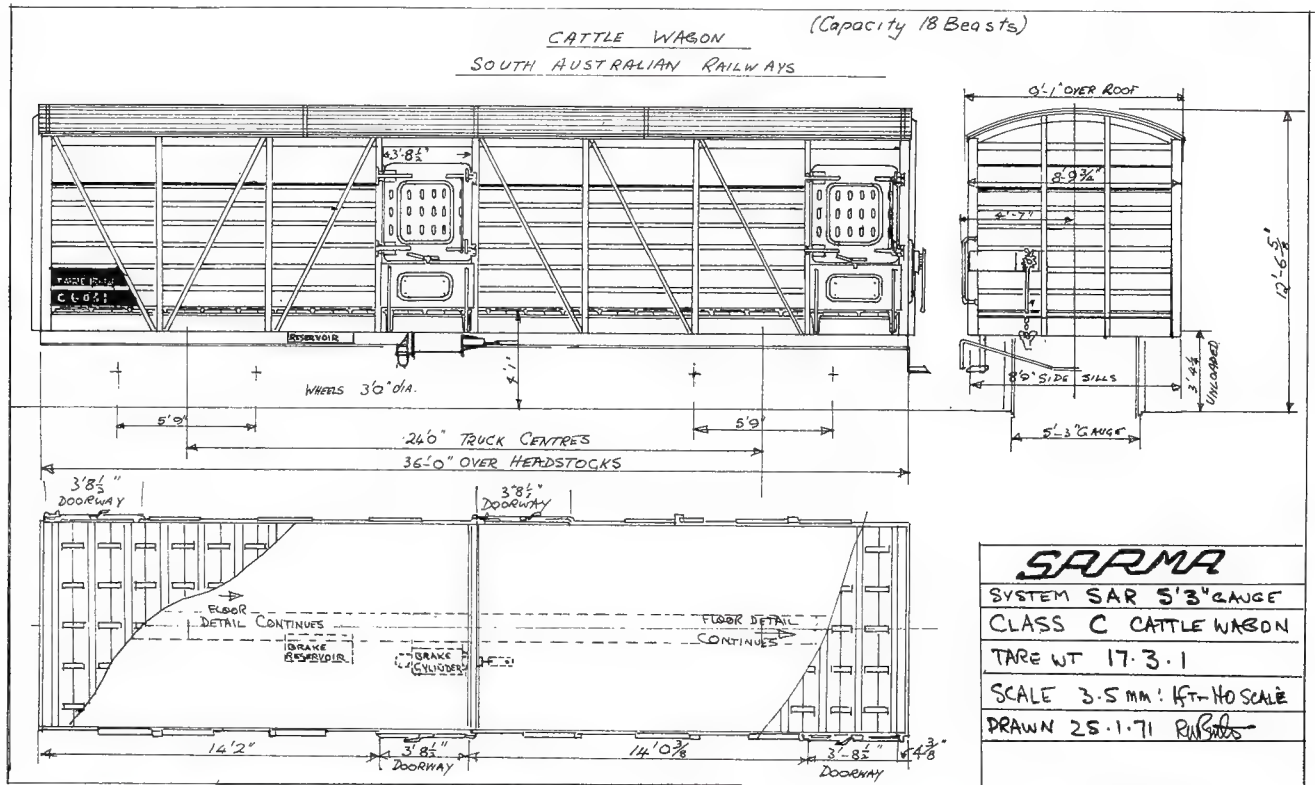
ASSEMBLY OF SIDES, ENDS AND CHASSIS

The sides and ends are glued to the chassis and between the floor extensions which mark the door positions. The vertical angles are glued flush with the bottom of the side sills to allow sufficient space between the floor and the first board. Pieces of 1/16 angle by 8'3" are glued to each corner hiding the joint. Another 4 pieces of 1/16 angle join the 4 corner posts and are glued with the horizontal section to the top. All vertical angles are chamfered at top and bottom.

PARTITION AND SIDE BRACING

The centre partition is constructed in the jig using .012 strip as before. A .012 by 1/32 support runs centrally from floor to roof. Glue the partition between the sides of the wagon noting that the doors are off-set to allow this. A piece of 28G wire can be fitted about 3" above the top board along all sides and ends. The ends have an extra piece fitted midway between this and the 1/16 angle.

The 1/32 angle is used for side bracing and is glued in position as shown in the plan. Remember that the free side of the angle is always to the top.



B end door detail on CS 30 at Note size and position of the S symbol



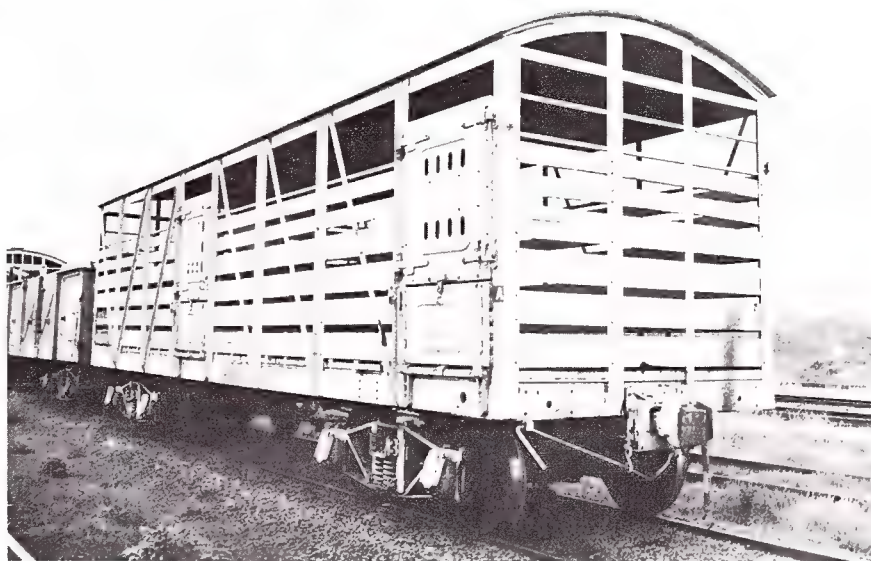
Brake end of C6069. Note shunter's handrail and door hand rail fitted above it

THE FLOOR AND FRAME

Cut two pieces of 1/32 by 3/32 scribed wood to 9'3" width and glue end to end with Aquadhere then trim the length to 36'. There are two ways to proceed (a) trim the floor to the shape in fig noting that the scribing is up. The minimum width is 8'9" with an extra 3" overhang beneath the doors. Now fit the side and end sills flush with the edge of the floor and trim for neatness. (b) Assemble the side and end sills to the uncut floor, then trim the floor back to the sills allowing the extra 3" as indicated.

THE DOORS

This will probably be the most time consuming part of the model especially if you demand great accuracy. A study of the photos will make this narrative a little clearer. SARMA members used .005 aluminium sheet from an addressograph machine. Toothpaste tube is a reasonable substitute but brass shim is hard to form neatly as is styrene. The choice depends on what you can obtain. Bend fine wire to the shape of the door impressions as in the plan. Cut a strip of shim about 9' by 16' and bend in the middle. Place the wire in sticky tape and place between the shims. Place this between two pieces of cardboard and carefully squeeze in a vise so that the impression of the wire comes through the shim then neaten it as required, using a soft pencil.



Non brake end of C6063. Note doorrail connecting latches on upper door on A end

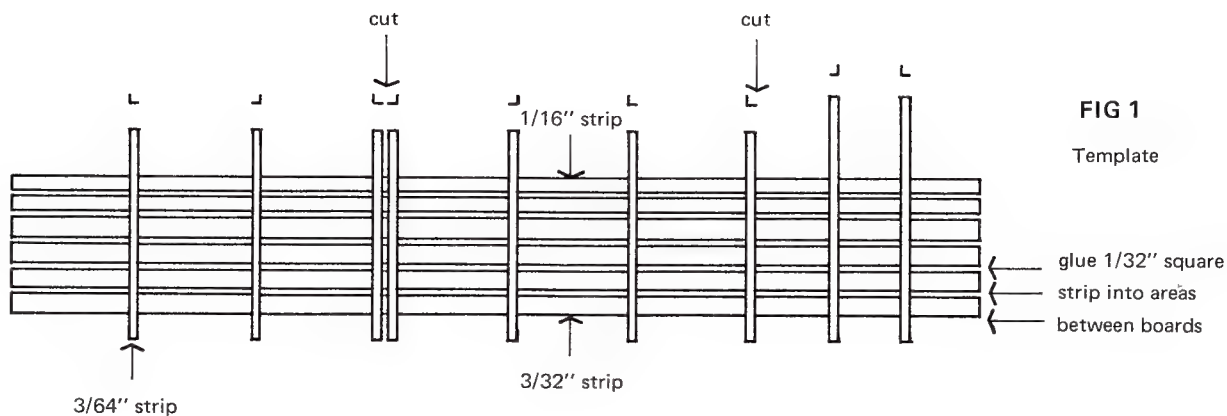


FIG 1

Template

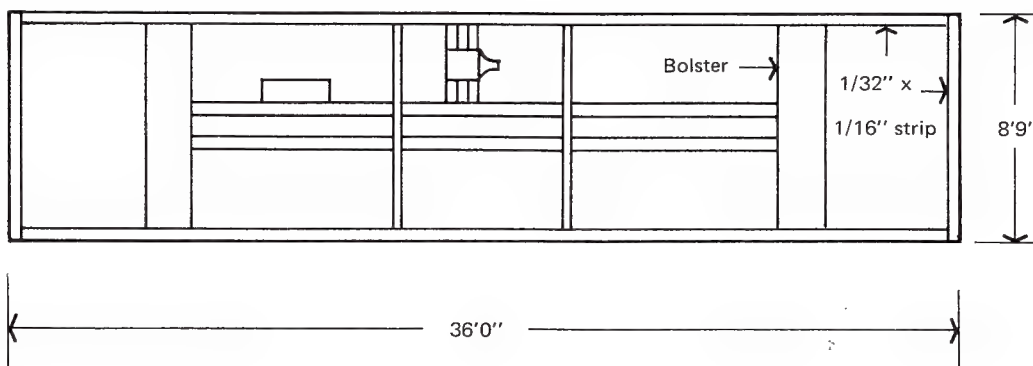


FIG 2

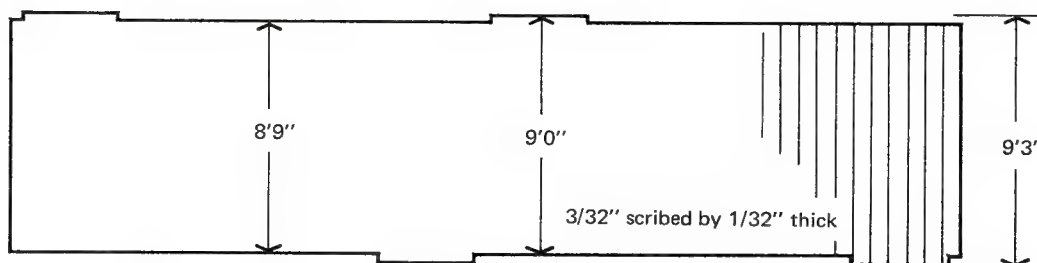


FIG 3

If you wish to make the door variety that has holes, then proceed: Take a nail and file the end of it to the shape of the holes which are to be punched in the doors. Lay the shim on a piece of lead or wood with the wire impression upward. Hold the nail in a pinvice and then press through the shim to the design as in the plan. The resulting hole may need to be filed clean. Another method is to use a fine saw and cut grooves in a piece of steel to the correct spacing for the rows of door holes (i.e. 4 grooves). Using the nail as a punch, and the steel as a die a neat job will be done after a little practice.

ASSEMBLY

Fit the doors into place and add latches, and operating handrail — see photos. Glue the brake handle, chain, support plates, shunter's step and handrail to one end but remember they are on the same side of the body as the brake cylinder. Another step and handrail are fitted to the diagonally opposite corner.

Because of its open construction you will find the interior of the model easier to paint if the roof has not been fitted. Mix a light grey and add grime and dirt to your own idea of what SAR grey really is. It

seems to vary depending on who mixed the paint in the work shop but eventually weathers to a very grimy colour.

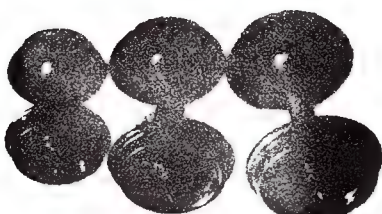
THE ROOF, FINAL ASSEMBLY AND PAINTING

The roof is constructed from 5" boards running lengthwise so cut a piece of 1/32" thick by 1/16 scribed wood to 36'6" by 10'6" wide. Fill a kettle with water and bring it to the boil so that a steady stream of steam is available. Place the roof in the stream with the scribing facing the steam and hold it until the correct curve is obtained. Now without glue adjust it to fit

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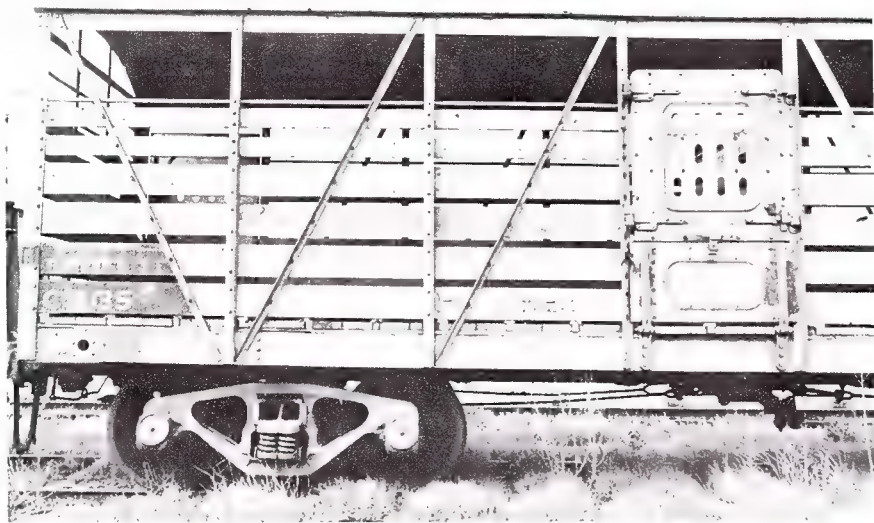
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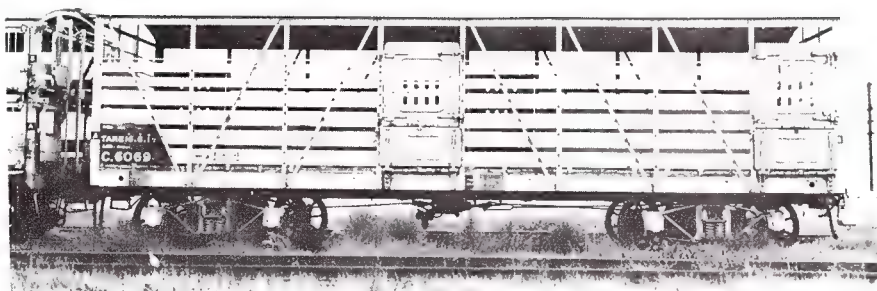
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MORE SHEETS WILL FOLLOW



B end detail of CS35. Note Bettendorf bogies and old C number showing through the CS number



Note holey doors, 9 roof straps and arch bar bogies on C6069.



Completed model built by Paul Brooks. Note doors are made from styrene and S plates are yet to be added

the assembled body and whilst still damp glue a piece of bristol wood to the rough side to help it retain the curve. Shape some wood to form the curved roof supports for each end and glue in place. Paint the interior of the roof then glue it into place and paint the whole of the model to your favourite shade of SAR grey relieving it with a dash of black for the numbers and reporting marks. You now have a wagon suitable for the transport of 18 beasts.

VARIATIONS

During their long life the C class have seen some changes. The original plan showed six rows of holes in each door as per our plan. This was simplified to just the four rows within the impression but recently doors are being fitted without holes. C6087 has three solid doors whilst the end door on one side has holes. The original plan showed no exterior roof straps but these 1" strips of metal are now fitted as standard but not all waggons have all 9 straps. Standard bogies are of the arch-bar pattern but recently these have been replaced with Bettendorf style to permit operation in fast good trains. To make the up Mt. Gambier night train a better revenue earner a rake of these waggons are coupled between the loco and coaches. When the train reaches Mitcham in the Adelaide suburban area, the locos and cattle waggons are uncoupled from the coaches and depart immediately for Dry Creek yard. Meanwhile a loco that had been sent light engine from Mile End loco depot is coupled to the coaches and hauls them into Adelaide station. In this way it is possible to see two 1500HP diesels hauling six cattle waggons and brake followed in quick succession by an 800HP shunter bounding along with the coaches. The changeover takes about five minutes. The Bettendorf equipped wagons are numbered in the CS series and a metal plate with a black S on a white background is attached to the end doors as in the photo. A similar plate is attached to the adjacent end of the wagon.

Wire held by

Durex tape

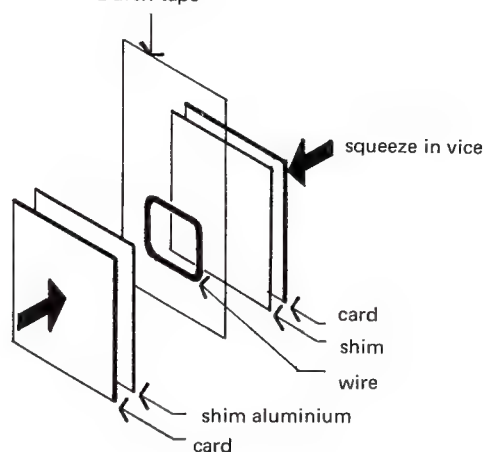


FIG 4

ARE YOU IN HO/OO? DO YOU LIKE LOCOS WITH

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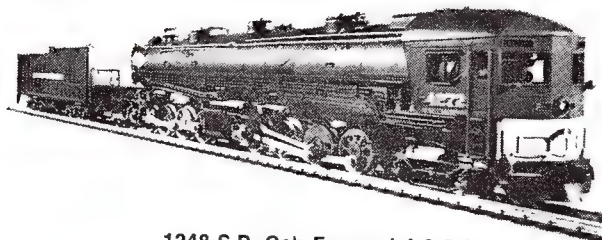
THEN CHOOSE

Rivarossi

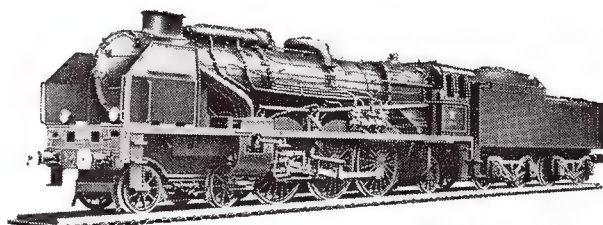
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2-rail

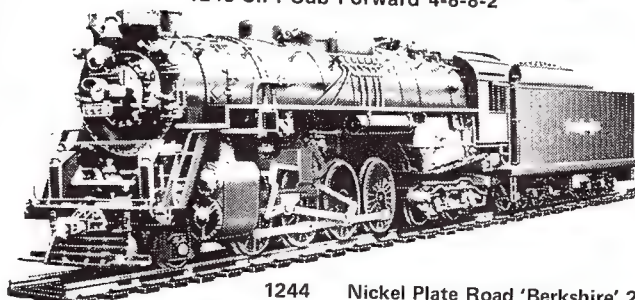
***STEAM, DIESEL OR ELECTRIC**



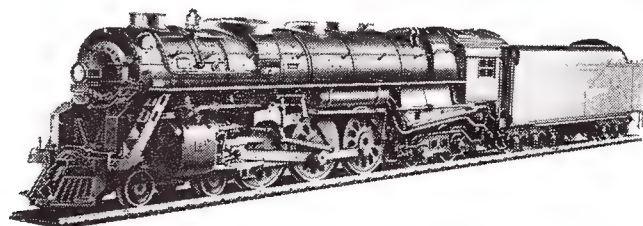
1248 S.P. Cab Forward 4-8-8-2



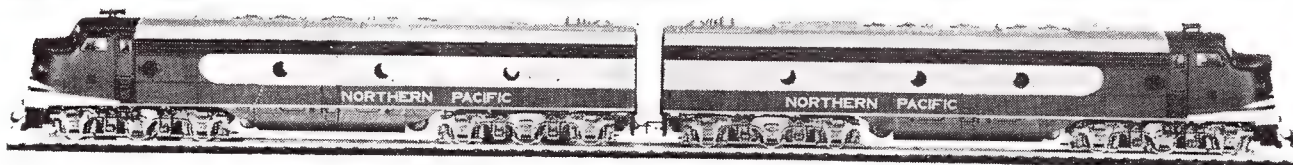
1336 S.N.C.F. Pacific 4-6-2



1244 Nickel Plate Road 'Berkshire' 2-8-4



1252 NYC 'Hudson' 4-6-4



1825 Northern Pacific E-8 G.M. Diesel, 2 'A' Units

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| 1225 | B & O 0-4-0 Switcher, 8-wheel slope-back tender, full valve gear, working headlight, black, 7½" long..... | \$16.95 |
| J40 | French Old-timer 0-6-0 w/tender, working headlight, Green, 7" long..... | \$15.95 |
| 1238 | Mallet Y6b 2-8-8-2 articulated loco w/tender, full valve gear, working headlight, Black, 16½" long..... | \$59.95 |
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a light-hearted look at ourselves and our hobby

IN ALL SERIOSITY

BY NEVILLE MANN

Model Railmen are sensitive people. Don't take offence. This must be so. This article, although written in lighter vein, has its purpose.

To appreciate a giant AD60 N.S.W. Loco, a diminutive Qld. A10 or anything between sufficiently to buy or build a model, shows a concern and care beyond a simple passing fancy! Although we each have our "pet" ideas, methods, prototypes, operational fancies, couplers, gauges, etc. and think of them frequently with, it is hoped, satisfaction, when facing others interested in "our" hobby, we tend to clam up or to crawl into our shell. Why? I repeat, WHY?

PROBLEM

No answer? Let's listen to three people talking. Tom is a veteran (or even vintage) modeller by reason of years. George is just standing on his feet in the hobby. Ron wants to take the plunge, but is uncertain, having heard tales of Perfect Reproduction, Authentic Detail, Super-Detailed, and other phrases like Prototypically Accurate. Ron wouldn't know a Walscharet's safety valve from a Stevenson's Link Auto coupler, thinking it to be a Westinghouse sand dome. Ridiculous? Only till someone explains that it is, why it does, and why. Poor Ron! He's so confused.

Ron:- I like you model Railway, Tom. What's that funny looking thing there? It looks like a centipede or something.

Tom:- That "thing" is a model of a Q.G.R. Beyer-Garratt locomotive. The prototype was engine 1096 built in Raismes, France, by Societe Franco Belge in 1950 under licence to Beyer-Peacock & Co. in England. It was builders' no. 7439 and worked for years around Rockhampton. The cylinders were 13 3/4" diameter and it had sixteen driving wheels, in addition a speedo was fitted.

Some modellers use 1/4" to the foot, but I use 16/64" to give me a "juicier" model. The power reversing level moves according to the direction of travel and I have diodes on my headlights.

Poor Ron! His head is spinning. His only knowledge of live steam is the loco at Currumbin Bird Sanctuary on Qld's Gold Coast!

Tom continues:- I have a GWW wagon and set of VJM.s (with grade control brake settings, of course) a BBV van with periscope and a 6DI3 1/2 with rack gear.

Ron excuses himself with a feebly muttered "Getting late" and leaves as Tom's voice "Baldwin AC16 231A (Builders' No. 69466) was used to haul the Midlander" trails away.

Ron is now so mixed up he feels like forgetting the lot. However, he remembers a

chalked inscription on C16 644 when it came to Ipswich for scrapping. It read:-

Sunset is come.

May days are gone.

Vale Old-timer.

Memories remain.

1916 - 1966.

Does that strike a sensitive note? I hope it does. Ron meets George.

Ron:- I've just been looking at Tom's railway.

George:- Not many as good, I'll agree.

Ron:- I'd like to start, but never in years would I do as well.

George:- Tom certainly uses his skills and knowledge, but don't think that's essential. I don't doubt his sincerity, but good railways are up to the owner-builder's own set of standards.

Ron:- How do you mean?

SOLVE YOUR OWN PROBLEM

George:- We model our railways after the real ones, but even real ones had to start somewhere. Cavemen found dragging wives around by their hair caused too much friction, so the wheel was invented.

Ron:- You're joking, but go on.

George:- Yes, but wheels are very necessary for railways. Coal mines used boxes on wheels, hand pushed, later horse-drawn. The wheels carved ruts in the path and it was difficult to get out of the rut, hence the saying. Soon it was found that, by guiding the wheels, no steering was necessary. Ruts gave way to rails, wood, then metal.

Ron:- It would be easy to model boxes on wheels, wouldn't it?

George:- Yes, and some do. But in time "modern" ideas such as locos, couplings, buffers, came into vogue. Even brakes came as continuation of timber "sprags". Bearings improved. Fantastic speeds of 25 m.p.h. became commonplace.

Ron:- Wow, like a Rocket!

George:- Open the door. Anyway, ideas varied from place to place, country to country, according to circumstance. Australia is unique in that British and American ideas both abound. Britain gave us buffers, screw couplings, four wheel wagons, suburban coaches, for example. America gave us the 8-wheel boxcar, cow-catcher (pilot) knuckle couplers, sand domes, headlights, clerestory roofs, etc.

Here, in Qld., we can see a chopped-nose 2100 class diesel, pulling 4- and 8-wheel coal hoppers, livestock and box wagons, WHE gondola-type wheat wagons, 4-wheel open wagons reminiscent of British private-owner coal wagons, and tailing any combination of these, the unique Qld. "invention" the KKB.

This cattle wagon - Guard's van - Drover's caboose all rolled into one is, I

believe, a local idea. But getting down to modelling, we all have ideas differing from those of others. Some generalise, some specialise in loco construction, operation, electrical circuitry, scenery, narrow gauge, etc. and I, for one, am glad they do. If all models and layouts were stereotyped, interest would be lost.

Ron:- While you catch your breath, what is meant by "Freelance"?

George:- True freelance means that a person with a good knowledge of railway theory designs and builds to his own plans, but along sound planning lines. He becomes his own Chief Mechanical Engineer. This is far ahead of simply (?) repainting a commercial vehicle in the livery or colour scheme of one's choosing or design, but, loosely speaking, both, (and all in between, whether kit-bashing, converting or modifying) come under the heading of "freelance".

Ron:- What then of mixing British, American and Continental stock?

George:- If we remember, that a Railway is for transportation, this means motive power (locos), transport vehicles (coaches and wagons) and, depending on circumstances, a vehicle for the Guard or Conductor. To give our minds a break, let's consider music.

Most, if not all songs can be played using only two or three simple chords and a few simple rules. A great musician may use dozens of complex chords. As a player progresses, his knowledge of chords and how and where to use them increases accordingly.

Ron:- If I am with you, you are going to say that we can start simply and build up. Right?

George:- Right! Buy or build vehicles according to the need for them, not the supply. Who could use, say, twelve snow ploughs on a small layout scenicked for a tropical area, even if reduced from \$14.50 to say, 85c. Full size railways order new vehicles for two reasons, increase in traffic or replacement of obsolete stock scrapped. Ours last indefinitely, so they just pile up and up and up!

Take a look at, say, Mt. Newman's Railway. Instead of starting with our "caveman-coalmine" route, or even freelance, it started with ready-to-run, commercial rolling stock, using many existing designs! If it is not necessary for the prototype to scratchbuild or freelance, neither need we.

Ron:- Well, you talked me into it. I'm off to buy myself a railway system. By the way, can I buy a fish-plate at a Cafe?

George:- Get going before I apply the boot of ignorance to the seat of knowledge. Be seeing you.!

ROUTE SETTING

BY BILL RIXON

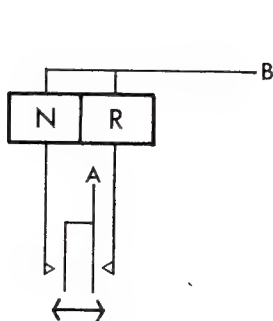


Fig. 1

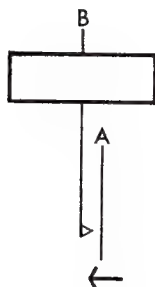


Fig. 2

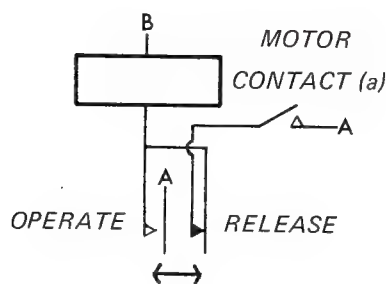


Fig. 3

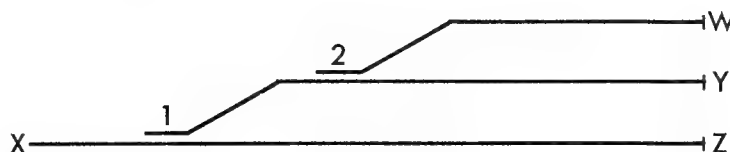


Fig. 4

How often have you been showing your layout to a friend and wanting to make a good impression. Inadvertently set the wrong "road" with disastrous results. It is the aim of this article to show how simple, complete route setting can be achieved.

The following terms will be used:

Points — meaning turnouts, railroad switches, etc.

Motor — meaning point motor, switch machine, machine to operate the points, etc.

Key — meaning electrical switch. Either a multi-contact push button or lever key type (ex-PMG). The latter is generally preferred as this type can be obtained fairly readily from disposal stores at reasonable prices.

N or Normal — Position of points for the normal route.

R or Reversed — Position of the points for the other route.

A — Connect all wires and connections with the symbol to one terminal of your point-motor-power-supply. —

B — Connect all wires and connections with this symbol to the other terminal of your power-motor-power supply.

Fig. 5

Two types of motor are in common use on model railways. One of these is the two-coil motor, which requires only a pulse of current to set it in either the normal or reversed position. Fig. 1 is the wiring diagram for a two-coil motor using a non-locking key to operate it. This type of key will return to its centre or off position after you have thrown it. By operating the key in one direction the motor is set to the reversed position.

The second type of motor is the single-coil, relay type, which remains in one position without power, but requires a continuous supply of power to hold it in the other position. Fig. 2 is a single-coil motor using a locking type key to supply power to hold it in one position. By releasing the key the power is cut off and the motor moves to the other position. In future discussion we will assume that ordinarily this type of motor is in the normal position when power is off and in the reversed position when power is on.

Fig. 3 is a single-coil motor using a non-locking key and the contacts of the motor itself. After the key has been moved to the 'operate' position for a moment, the motor operates and motor contact (a) closes supplying the motor with current to hold it on (the reversed position). By moving the key momentarily to the 'release' position, the current flow is interrupted and the motor moves to the normal position again, opening motor-contact (a).

As will be seen in Fig. 4 for a train to proceed from position X to position Z, point 1 has to be in the normal position. To proceed to position Y, point 1 should be reversed and point 2 normal and to proceed to position W, point 1 and point 2 have to be reversed. In fig. 5 using two-coil motors, key 1 sets the road for X to Z, key 2 sets the road from X to Y, and key 3 sets the road from X to W.

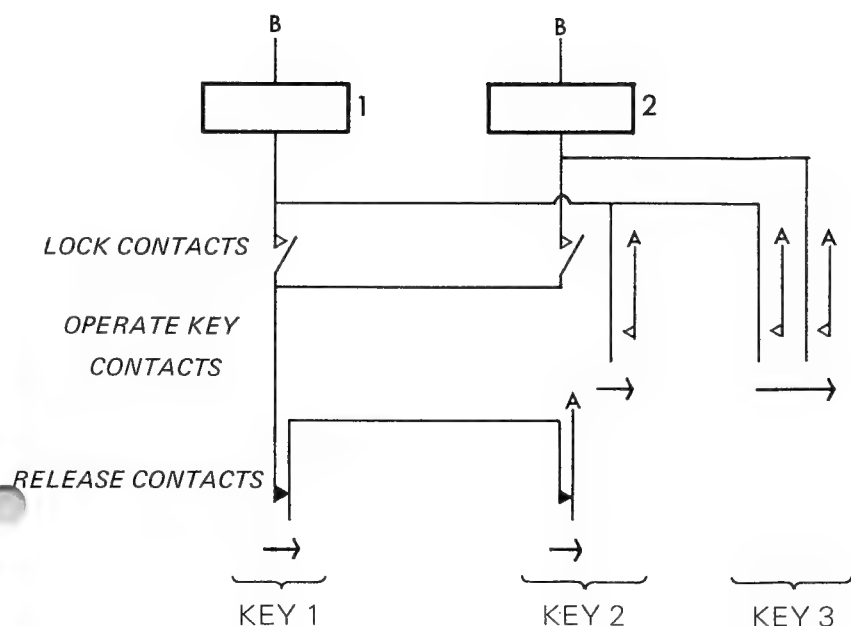


Fig. 6

When a train is to proceed from X to W, key 1 is momentarily operated. This causes current to flow from the power pack through the N winding of motor 1, into wire form (bundle of wires to the control panel), out of the wire form, to key 1 and return to the other terminal of the power pack. If motor 1 was reversed, then it would now take up its normal position, and if it was already in the normal position the pulse of current would do no harm, but you are sure the points are set correctly. To proceed from X to Y, key 2 is operated and following Fig. 5 the current flows from one terminal of the power pack through the R coil of motor 1, into the wire form, out of the wire form on wire 2 to key 2 and then return to the other terminal of the power pack. In addition, current also flows through the N coil of motor 2, on wire 3, into the wire form, out of the wire form on wire 3, to key 2 and then back to the power pack. Point 1 is now reversed and point 2 is normal.

If key 3 is operated both motors 1 and 2 are reversed and the train can proceed from X to W. These operations of the point motors satisfy the route setting requirements of Fig. 4.

The circuit of the single coil motors is more complicated as a release circuit as well as an operations circuit has to be provided.

Back again to Fig. 4. We find that to proceed from X to Z, point 1 must be normal (that is the motor is not energised). To go from X to Y, the point 1 must be reversed by energising the motor and so that it does not release when the key is released and springs back, a lock circuit is provided by the motor's own contacts. To go from X to W, both points 1 and 2 are operated and locked by their own contacts. Fig. 6 is the circuit for this type of motor and the upper (on the drawing) contacts of the key are the operate contacts while the lower (on the drawing) contacts of the key are the release contacts. It should be noted that in Fig. 6, all the lock circuits are open circuited when either key 1 or 2 are operated. This is to prevent motor 2 from being energised when it is unnecessary. When a key is moved and some contact sets are to open while others are to close, it is assumed that the opening contacts will not open before the others close, or to put it into jargon, the contact sets will be "make before break." If the contacts on your keys do not operate in this way then a gentle bend of one set with a pair of pliers will usually fix this.

Now that the principles of route control are understood, a typical branch line terminal station layout as shown in Fig. 7 will be considered. Referring now to Fig. 7.

4a and 4b work together as a crossover as do 5a and 5b.

Key 1 will set the road from X to the dead end, through the platform road.

Key 2 will set the road from X to the dead end, through the engine road.

Key 3 will set the road from X to the coal siding.

Key 4 will set the road from X to the stock siding.

Key 5 will set the road from X to the factory.

Key 6 will set the road from the platform to the goods shed.

When key 1 is operated motors 1, 2, 4, and 5 are normal.

When key 2 is operated motors 1 and 2 are normal and 4 & 5 are reversed

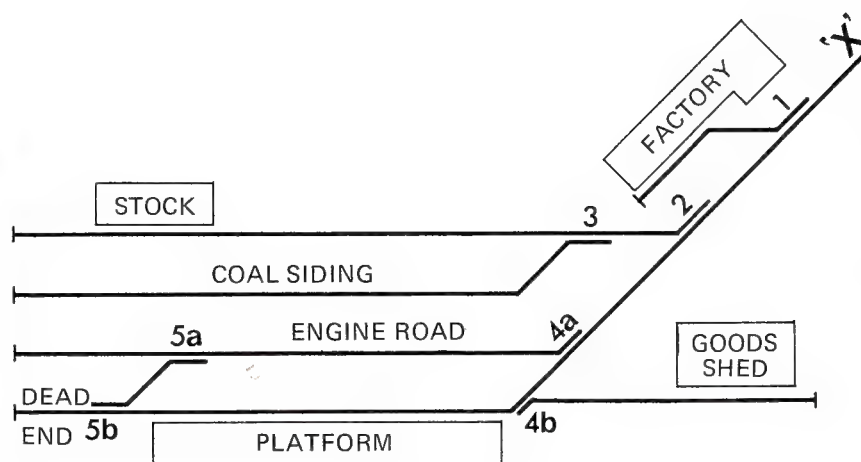


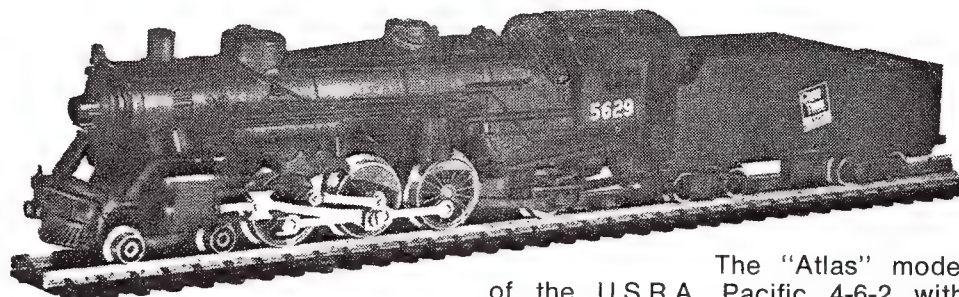
Fig. 7

NEW LOW PRICES FOR

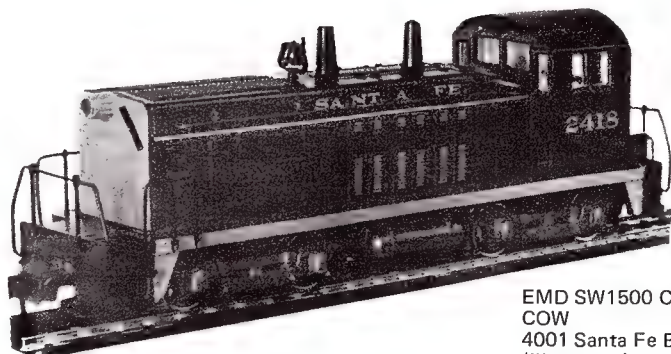


**12v. D.C.
2-Rail**

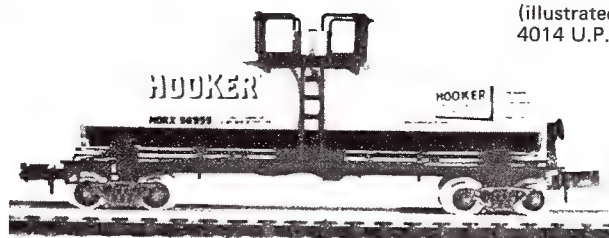
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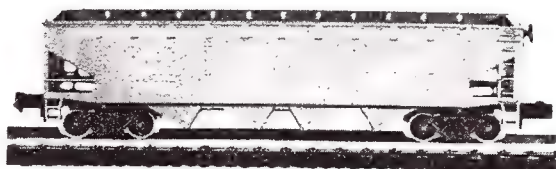
The "Atlas" model of the U.S.R.A. Pacific 4-6-2 with 8-wheel tender is a fine copy of the prototype. It features a working headlight, all axles gear driven and has plastic tyres to assist traction. It is available in GTW livery only, No. 2117, in black finish and 155mm. long \$25.95



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When key 3 is operated motor 1 is normal and 2 & 3 are reversed.
 When key 4 is operated 1 & 3 are normal and 2 is reversed.
 When key 5 is operated motor 1 is reversed.
 When key 6 is operated motor 4 is reversed.

Fig. 8 is the wiring diagram when two-coil motors are used, while Fig. 9 is the diagram for single-coil motors. As setting the road from X to the engine road is the same as setting the road from the platform to the goods shed, key 6 is used for both functions. When proceeding to X from any of the roads, the same key will set the route as from X to that point.

Well that's it. It's not really as complicated as it seems, and if you wire up your layout for route setting, the time spent in setting the roads and checking is negligible, allowing more time for true operation.

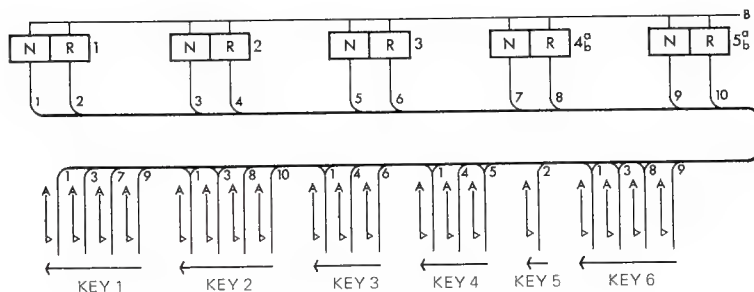


Fig. 8

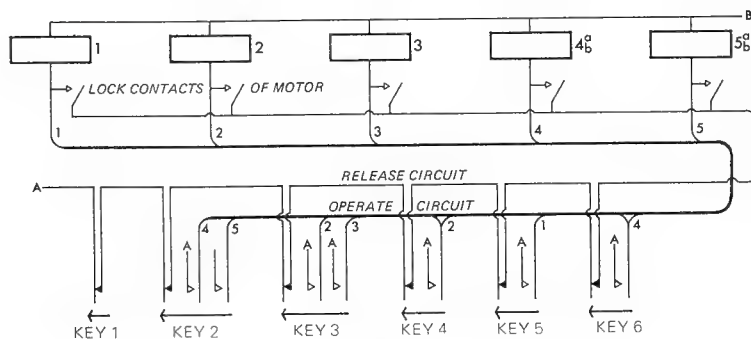


Fig. 9



4th floor
Railway Institute Building
273 Castlereagh Street, Sydney
 (Opp. Mark Foys)

MEETINGS: Every Monday (holiday excepted) 7.30-9.30. Visitors welcome on 1st and 3rd Mondays of month; visitor parties must make prior application by letter.

NEW MEMBERS: Membership is now open for new members over 20 years of age for both O and HO sections. They must be actively involved in model railway construction and/or operation and attend regularly, and contribute their skills to building/repairing the Society's model equipment and manning the layout control boards for operational sessions. Apply by letter, or personally on a visitors' night.

OFFICIALS: President—Paul Simpson; Secretary—John Bowen; Vice-Presidents: O gauge, Don Stone; HO, Bob Gallagher.

The 35th Annual General Meeting of the Sydney Model Railway Society was held in the club rooms on Monday, 26th July, 1971; approximately 20 members being present. The minutes of the previous meeting were read, and the President's and Treasurer's reports were heard and accepted. General business included discussion on the enlargement of the display cases used in the annual Town Hall exhibition, the holding of film nights at regular intervals in the future,

and the date for the Christmas night was set at the second Monday in December. There was also discussion on the remote possibility of including N gauge in the club.

Election of officers followed, and the following office-bearers were returned unopposed:-

President: Paul Simpson.

Vice-President: "O" — Don Stone.

"HO" — Bob Gallagher.

Secretary: John Bowen.

Treasurer: Ken Smith.

Auditor: Arthur Wheatley.

Librarian: Arthur Hall.

Yardmaster reporters: "O" — Mas Mitchell.

"HO" — Lionel Glendenning.

Running committee:

"O" — Don Stone plus two others.

"HO" — Bob Gallagher plus two others.

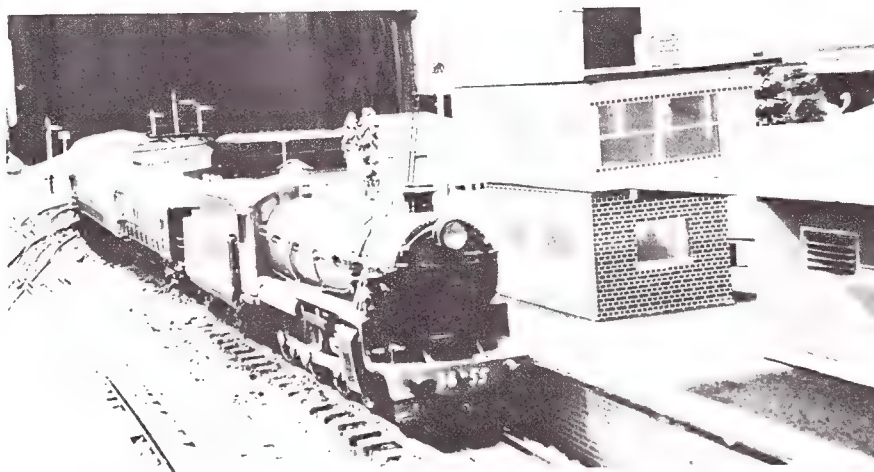
"O" GAUGE NEWS

The date for the annual Christmas night has been confirmed as Monday, 13th December. The next film night is scheduled for the last Monday in October. Members will be notified of any change in the usual manner.

Special thanks are due to Barry Milner, who burnt the midnight oil after club hours recently to rectify the persistent troubles concerning reversers not lining up. Thanks to Barry's hard work, running is now noticeably smoother (no more Casey Jones stops!).

Charlie Weathers had had two interesting items in recently; one being the frames and bogies of a 60 class garratt, the other being his model of a class U105 4-4-0 which has been test run several times.

The photo this issue was taken on the "O" gauge railway, and shows 3655 arriving at Medway with the Vintage Train.



club car

S.C.M.R.A.

Members in all States of Australia, New Zealand, North America, England and Europe.

Secretary: Bob Wickendon, P.O. Box 107 Lakemba, N.S.W. 2195.

Membership Dues: \$4 p.a. Joining fee: \$2.

Division Representatives:

Q'd.: Max Chaseling, 10 Merlin Terrace, Kenmore. 4069. Ph. 78-4462.

N.S.W.: John J. Bevan, 5/6 Kara St., Randwick. Phone 399-9619.

Vic.: Jim Wilson, 37 Potter Ave., Black Rock. 3193.

S.A.: John Trelease, 7 Milton Ave., Fullarton. 5063.

W.A.: Jack Macarthy.

Tas.: Lloyd Crosswell, 12 St. Andrews Place Launceston. 7250.

N.Z.: John Yolland 7 Riverina Ave., Pakuranga

EASTERN DIVISION

Meetings

- 9 October: John Wilson
55, Wellington Rd., East Lindfield
- 13 November: John Casey,
3 Taiyul Ave, Narrabeen
- 12 February: Warren McLeod
12 Lowanna St., Belrose
- 11 March: Bryan Fowler 11 Pearce St.
Baulkham Hills

By the time you read this I should know whether the Christmas dinner I suggested in my note in the last issue will be on or not. If sufficient members are interested, details should be in the members supplement.

SUNSHINE DIVISION

MEETING ARRANGEMENTS 1971 (subject to change)

October 16th Visit Clapham and Coopers Plains railway yards

November 20th Max Chaseling, 10 Merlin Terrace, Kenmore. Final arrangements for the transporting of the layout to the City Hall and other matters relating to the exhibition (22nd-27th Nov).

December 18th Christmas tree cutting for the children (and rest of the family of course) at McLeans Bridge.

"OLD VIC." BRANCH —

AUSTRALIAN MODEL RAILROAD ASSOC.

The two major forthcoming events are the move, if the gods are willing, to our new clubrooms and the AMRA 21st Birthday Convention. With a bit of luck we should be holding the September 9th meeting in the finest model railway clubrooms in the southern hemisphere at 92 Wills Street, Glen Iris, commencing at 8.00 p.m. This building is situated opposite the Glen Iris railway station and as usual visitors and interstate and country members will be made most welcome.

Melbourne at Easter 1972 will be the venue for the 21st Birthday Convention of the Association and a full programme of events has been arranged. It will be an event surpassing all other model railway conven-

tions ever held in Australia and Branch members wishing to participate should contact Mal Baker as soon as possible. Interstate members are advised to contact their Branch Secretaries as soon as possible also; members living in areas where we have no branches should contact Mal Baker or myself.

Two other events worth noting are the Annual Moomba Exhibition held during the Moomba Week in Melbourne (over the Labour Day Long Weekend) at the Camberwell Civic Centre. The 1972 Exhibition will be held from the 10th to 13th March inclusive. Model Railway Enthusiasts who will be visiting Melbourne next March should remember these dates; also any club or firm wishing to participate should make the necessary arrangements now. The second event is a one day exhibition to be held at St. David's Hall, Glenhuntingly on November 6th. This will be an all railway modellers show and should be worth visiting.

Branch meetings are held on the second Thursday of each month with, usually a talk, film night, auction night or some other item of interest as the main event. Now that we have our own clubrooms we will be holding running and/or work nights on the club layouts once or twice a month as well. There are model building or photographic competitions each alternate month at the meetings and our very active Social Organiser has a good programme of social events to satisfy the majority of the members.

For more information about the Branch and its activities, visitors and intending members should contact the Branch Secretary at G.P.O. Box 741F, Melbourne, Vic. 3001.

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mail bag

Sir,
Rod Tonkin's photograph and words about the pinning or nailing of track work (AMRM, May/June 1971) should, I think, have the following warning attached.

If hardwood of any sort is used, DON'T use nails, but small screws (very hard to obtain, unfortunately). Otherwise, if alteration of track design, or complete lifting of track is needed, either the centre must be cut out of the sleepers where the nails are, or the track will be destroyed or badly damaged in an effort to get the nails out.

In using semi-soft wood composites, like chip-board, (the photo on the front cover of Rod's Layout seems to indicate he has used such), nails or brads can be used. I have found it is best to drill first (for ease, I use a pin vise, thus being able to hold the track in place with one hand and drill with the other), which assures the nail or brad goes in straight and does not pull the track out of alignment, and leave the head of the nail or brad sufficiently above to top of the sleeper so that the nail or brad can be withdrawn by a sharp-nosed pliers. Having just completed the track-work for a small portable layout for Club exhibition purposes, where the size of the board — 8' by 4' — required several adjustments of laid track to give maximum radii and at the same time adequate clearance between the two circuits of track, I found this method quick in the laying of

the track, and simple to effect adjustments. (I prefer to screw points, as a misjudged hammer blow may do damage that is difficult to repair.)

Footnote: For those unacquainted with the term 'pin vise', it is a drill chuck with a straight metal handle, that allows drilling to be effected with one hand. It is ideal where one is track-laying on one's own, or for drilling holes for detailing in kits etc. I use two sizes: a very small one, where the chuck will close right up — this is necessary for small drills, and a larger one. I understand these can be used on small lathes. I obtained mine in two tool shops in Sydney City; most suburban iron-mongers and hardware stores do not stock an item in so little demand.

(Rev.) A. ROBERT EBBS
CANBERRA.

Sir,

Recently I had the opportunity to visit the old town of Newnes, N.S.W., and was able to inspect much of the old shale oil works. Also, I followed the path of the railway for about five miles from the works site to a point slightly south of the "Glow-Worm Tunnel". Subsequent to this I spent a little time in the area around Newnes Junction.

It now seems to me to be an excellent project for a model, particularly as I have been informed that the valleys of the Capertee and Wolgan Rivers are shortly to be open-cut mined thereby destroying the historical value of the area.

Could you or any of your readers supply me with information on the works and the railway? a rough measurement of the sleep-

ers would indicate 3'6" gauge was used. To incorporate this project as a branch of a HO standard gauge layout, what model gauge should I use for the branch? Any information on locos and wagons used would be helpful.

I would appreciate also any help on the subject of couplers. I have scratch built a few wagons and used X2F couplers which look authentic but I do not know how to uncouple them remotely. Do Kadee offer better possibilities for shunting?

As a beginner, please let me thank you for an excellent magazine and particularly the section "Reviews".

M. CURLEY,
MANLY.

Sir,

I disagree with J. Goodman (March/April) concerning couplers. Myself and a few other model railroaders that I know, would prefer to buy cars without couplers, rather than buy a car with Kadee couplers, only to remove them to fit inexpensive X2F couplers which my railroad once used (I have recently converted to N gauge).

W. HOSKIN.
ADELAIDE, S.A.

SPECIAL NOTICE

Would the reader who submitted the article "AC/DC Style" please contact the editor as soon as possible.

Would Llew Joslin of the "Black Stump and Billabong Railway" also contact the editor.

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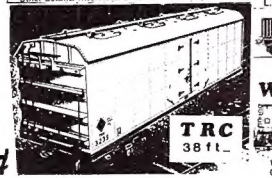
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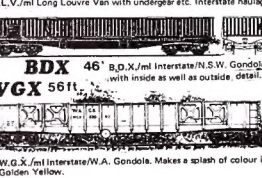
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ISSUE for Club Car, Mail Bag
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errata

The price of the Jamieson C.36 Kit
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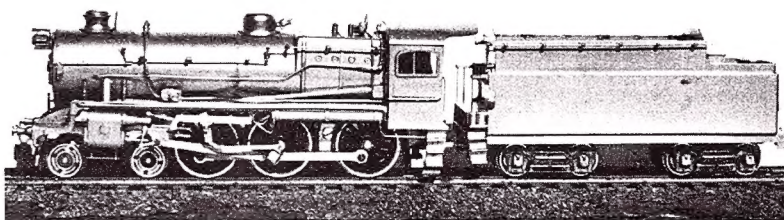
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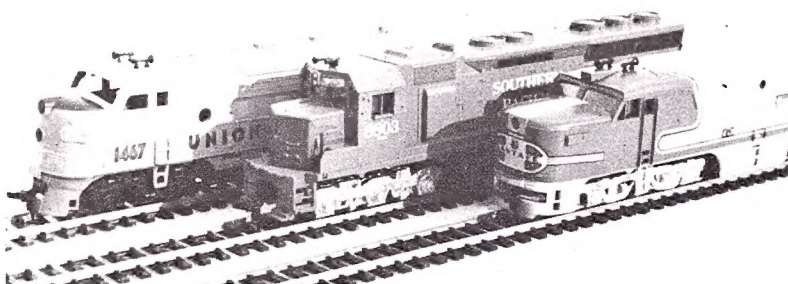
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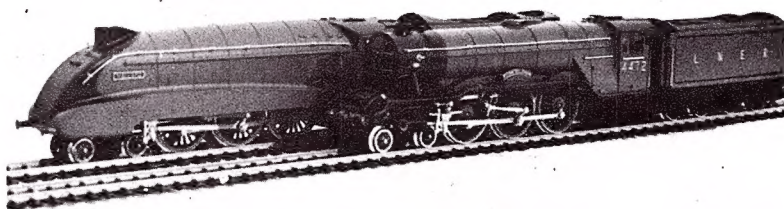
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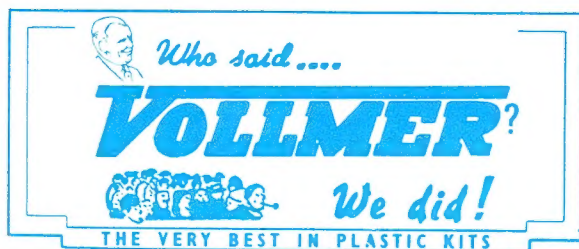
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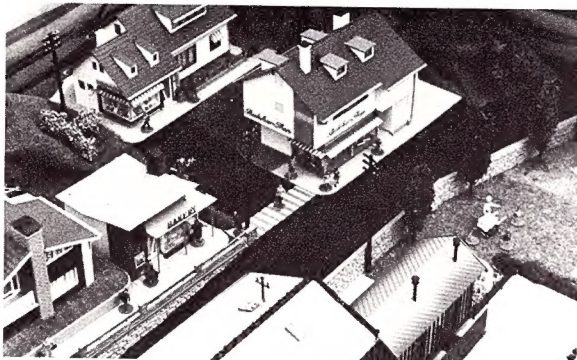
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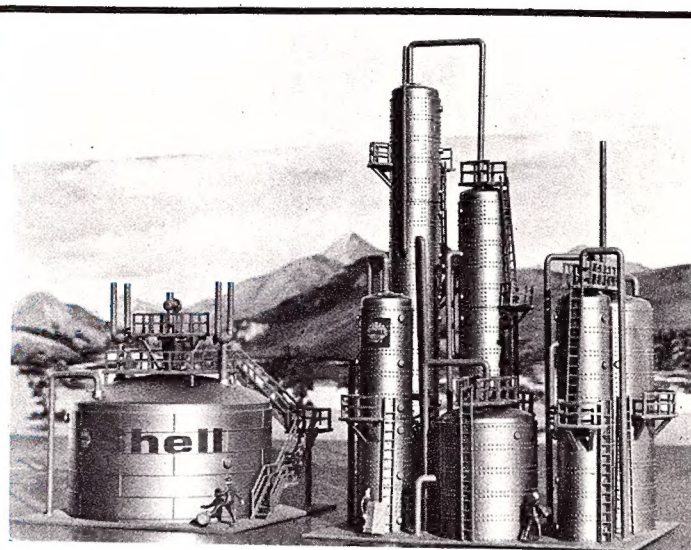
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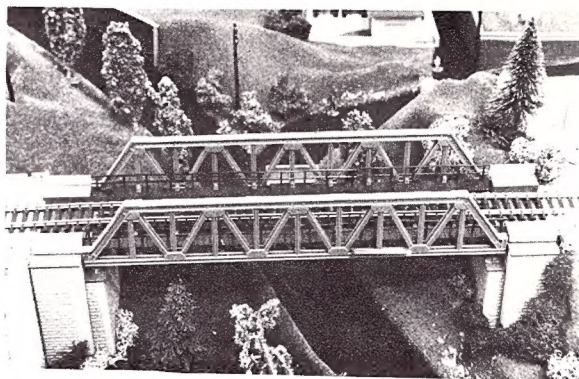
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